

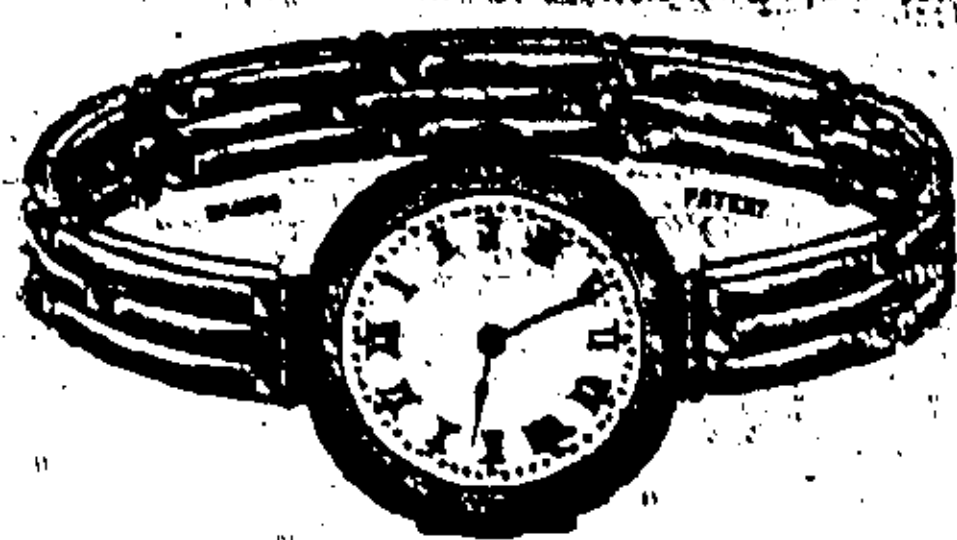




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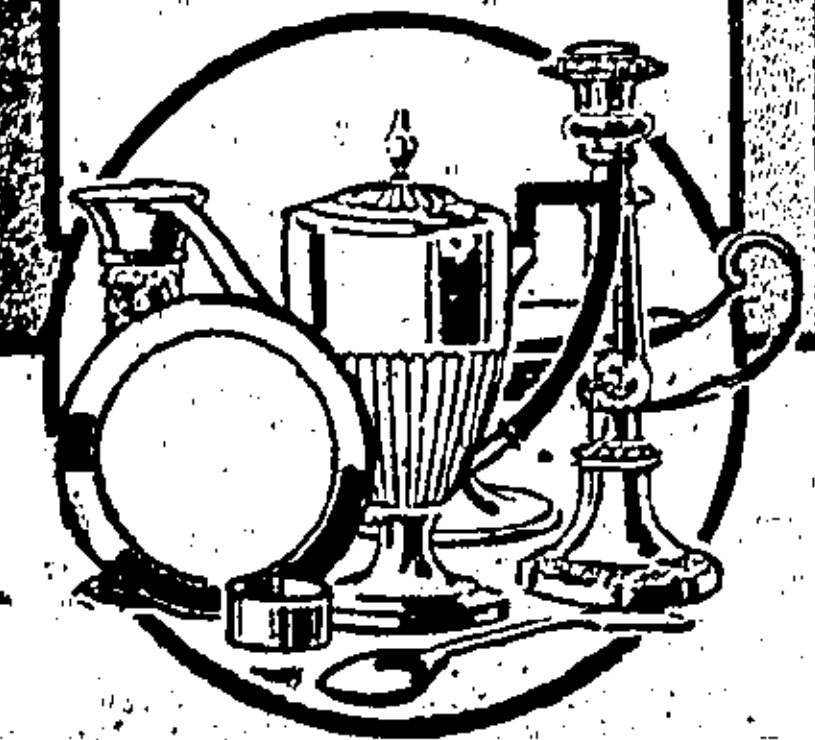
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that a British torpedo boat was certain to be about the waters, such knowledge would have a deterrent effect upon their activities which have brought serious loss to many people of British and other nationalities. The present state of affairs is intolerable, as during the past year some of the most atrocious piracies have taken place within comparatively close reach of Hongkong. And in some of these deplorably one-sided encounters British subjects and other Europeans have been at the mercy of the desperadoes, by whom they were violently hounded and suffered serious pecuniary losses. In none of the cases which we have in mind was it known for a fact that any of the real culprits were caught, even though some men in possession of certain of the booty from the Tai Shan adventure were said to have been caught and dealt with by the authorities at Canton. On that occasion, as will be remembered, a British ship officered by Britishers, was "held up" and the captain and officers subjected to extremely harsh treatment and who were, in fact, precariously near being despatched without any ceremony. On the vessel was a European passenger—a lady missionary—who also had to face a very trying ordeal, while she met we are glad to recall, with a heroism that thoroughly merited the recognition that was subsequently bestowed upon her by the Government of Hongkong. The dreadful incident of the piracy in question, with its fatal ending to several Chinese and its losses of various kinds to many on board, though causing a deep impression at the time, was soon forgotten. Since then a more vigilant eye has been kept upon all Chinese passengers going on board vessels plying the West River and adjacent waters—which are the favourite haunts of the pirates—yet, as recent piracies have conclusively proved, this grave state of affairs has not been effectively dealt with. Many lives have been lost since then and thousands of dollars in money and property have fallen to the rapacity of the aquatic freebooters, who, as already pointed out, emboldened by their successes and the non-reprisals of the authorities, are becoming more than ever a menace to British and other civil—even in British waters. The time has come for much more effective measures to be adopted, and it lies with the British authorities to prove their capacity to deal with the present intolerable state of affairs.

The task is by no means an easy one, but it is one which, in consequence, necessitates more attention being paid to it than appears to have hitherto prevailed. The present safeguards have proved to be inadequate, and it is therefore essential that a policy embracing a more thorough and a more vigilant look-out for pirates and piratical craft should be adopted as soon as possible.

In yesterday's issue of the "China Mail" we had to record that "another piracy has been reported to the police." The piracy referred to was of a large junk carrying crew and passengers on the 10th instant in Deep Bay—in British waters. Herein lies the gravity of the situation, for though we have, of late, become unfortunately familiar with piracies in close proximity to British waters, none have—at least for some time past—actually occurred within what we may term the sphere of influence. Now, however, the band of marauding scoundrels who have of late been pursuing their nefarious calling with practically no opposition of any kind have, apparently, become emboldened to come nearer to Hongkong, and enter upon their piratical pursuits with as much audacity and cruelty as they have shown elsewhere. Surely the time has arrived for the authorities to make so serious and complete an effort that, while they may not be as successful as all law-abiding people would like them to be, yet by their show of vigilance and alertness, at least, to let it be known to the piratically inclined that continuance of such depredations cannot be attended with anything but extreme risks on the part of the notorious scoundrels who have been finding it much too easy to prey upon defenceless craft.

Little can be expected from the Chinese authorities at the present juncture, as they are much too unsettled with their internal affairs to allow themselves much thought to enable them to deal effectively with this serious matter. Surely, then, the circumstances call for a more vigilant and a more thorough scouring of waters at and adjacent to British territory at the instance of the British authorities. It surely is unquestionable that if it became known among the pirates—that is, very soon, would

that a British torpedo boat was certain to be about the waters, such knowledge would have a deterrent effect upon their activities which have brought serious loss to many people of British and other nationalities. The present state of affairs is intolerable, as during the past year some of the most atrocious piracies have taken place within comparatively close reach of Hongkong. And in some of these deplorably one-sided encounters British subjects and other Europeans have been at the mercy of the desperadoes, by whom they were violently hounded and suffered serious pecuniary losses. In none of the cases which we have in mind was it known for a fact that any of the real culprits were caught, even though some men in possession of certain of the booty from the Tai Shan adventure were said to have been caught and dealt with by the authorities at Canton. On that occasion, as will be remembered, a British ship officered by Britishers, was "held up" and the captain and officers subjected to extremely harsh treatment and who were, in fact, precariously near being despatched without any ceremony. On the vessel was a European passenger—a lady missionary—who also had to face a very trying ordeal, while she met we are glad to recall, with a heroism that thoroughly merited the recognition that was subsequently bestowed upon her by the Government of Hongkong. The dreadful incident of the piracy in question, with its fatal ending to several Chinese and its losses of various kinds to many on board, though causing a deep impression at the time, was soon forgotten. Since then a more vigilant eye has been kept upon all Chinese passengers going on board vessels plying the West River and adjacent waters—which are the favourite haunts of the pirates—yet, as recent piracies have conclusively proved, this grave state of affairs has not been effectively dealt with. Many lives have been lost since then and thousands of dollars in money and property have fallen to the rapacity of the aquatic freebooters, who, as already pointed out, emboldened by their successes and the non-reprisals of the authorities, are becoming more than ever a menace to British and other civil—even in British waters. The time has come for much more effective measures to be adopted, and it lies with the British authorities to prove their capacity to deal with the present intolerable state of affairs.

The transport Somali, which left Hongkong with troops on November 11, is due at S.S. hampson to-morrow morning. The C. P. R. liner Empress of Japan made her last voyage from Yokohama to Victoria, B.C., in eleven days, ten hours. E.M.S. Hampshire left Manila with the four River class destroyers for the China station yesterday. They are due here on Thursday. Through a printer's error the time of the new morning ferry from Kowloon to Hongkong was given yesterday as 9.55. The new boat runs at a quarter to nine, and should prove a boon to business men wishing to reach their offices punctually at nine o'clock. The Empress of Japan experienced very rough weather on her trip across the Pacific. The worst day was November 29, when the barometer dropped to 28.75, and there were squalls of hurricane force, with mountainous seas. The wind force varied from 80 to 120 miles an hour. It is difficult to find the genesis of the funny story. You know the one of the lady who objected to the man smoking in the railway carriage. She plucked at his cigar and flung it out of the window. The man picked up her paw, dog and hurried it after his cigar, because both dogs and cigars were illegal there. A week-end reading I have just found that, in a Russian who had brought to the Crimea, there was a conviction of having stolen a horse from a convent. The story probably originated with the Russian over-sea. And, it is a good thing that our soldiers laughed and sniggered at it. E. F. F. F.

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## NEWS OF THE DAY.

### LOCAL AND GENERAL.

Torpedo boat 938 sailed, and the 037 arrived, yesterday.

For bringing to the Colony from Melbourne 47 unstamped letters addressed to persons in the Colony a Chinese was fined \$50 this morning at the Police Court. Mr. E. D. C. Wolfe, Postmaster-General, presided.

A man buffalo attacked a number of people in the streets and upset a rickshaw recently in Penang. A Chinaman was injured and had to be taken to hospital. The buffalo was subsequently shot by the police.

After all, malaria may be contracted in Penang. Quite recently specimens of the Myzomyza sinensis and the Myzomyza barbatula, both of which are malaria carrying mosquitoes, were found in a large swampy place near of La's Villa in Penang—Penang Gazette.

Seven cases of bubonic plague, resulting in five deaths, were reported last week. The other cases of communicable disease: three of diphtheria (one fatal); three of enteric (two fatal); and one of puerperal fever. All the others mentioned were Chinese.

Several changes are announced in the American Consular service, says the N. C. Daily News. Mr. A. W. Pontius, at present Consul at Dalny, has been appointed to the post of Consul at Nanking. Mr. G. C. Hanson, who was formerly at Shanghai and is now Vice-Consul at Cheloo, will proceed to Dalny to take over temporary charge. Mr. C. L. L. Williams, Consul at Swatow, who is at present in Peking, has been appointed Consul at Dalny, but will not proceed there for some little time. The vacant post of Consul at Swatow will be filled by Mr. M. S. Myers, who is at present on home leave.

Apologies of the talk about boys with girl names, says the Singapore Free Press, it may be recalled that some girls have received boys' names by mistake. That was the case of a child known to me, whose mother, when asked by the clergyman what name she desired to give her infant, answered, or meant to answer, "Lucy, sir." Unfortunately she lapsed, and was misunderstood, with the result that the clergyman was indignant. "What!" he exclaimed, "Lucy? Certainly not. No child shall be baptised by that name in my Church. I shall baptise the child 'John'!" and he promptly did so without awaiting further explanations.

There is a literary stylist in Ceylon. This is from a Colombo paper:—"Vita," of Dohiwala, writes to inform the editor of a morning contemporary that at the recent annual singing competition "the girls present at the Public Hall function were the 'creme de menthe' of Colombo girls' schools, of which we are all rightly proud. Every had nothing to do with it however, because Vita states expressly that 'when the verdict was announced, I made it a special point to turn round (naughty man) and scan the faces of the unsuccessful schools (sic), and what I saw filled me with joy. More than one girl smiled at the lucky winners, and a few soft words of congratulation 'in sotto voce' were exchanged."

All the Oriental steamships in the Ceylon Pacific service are to be given a twenty-day lay-over at Hongkong, starting with the new year for the purpose of being drydocked and thoroughly overhauled in readiness for the big rush next season. The first vessel to be given the long lay-over will be the Empress of India upon her arrival at Hongkong, January 9. Then will follow in order the Empress of Asia, Empress of Japan, Empress of Russia and finally the Montague. Alterations will be made to increase the passenger space on board the older steamers and various improvements will be carried out. On her previous voyage several cabins were torn out of the Empress of Japan on the promenade deck forward, and this apartment has now been fitted out as a luxurious lounge.

## NEWS OF THE DAY.

### THE PHILHARMONIC SOCIETY'S FORTHCOMING CONCERT.

The first concert of the Philharmonic Society for the coming season will take place in the Theatre Royal on Saturday, February 7. The success of the Society's production of the Concert version of German's popular Opera "Merry England" last season has in some respects encouraged the Society to put on a similar programme for the forthcoming concert. The principal work to be produced this season is the new concert version of Pique's Opera "Les Cloches de Corneville." The concert version of the opera differs very considerably from the operatic edition in that a great deal of the old and nowadays not very interesting parts of the work have been cut out and the more tuneful numbers considerably elaborated and written up for chorus as well as soloists. The version to be performed by the Society has within the last month been produced with enormous success at the Alhambra in London and is, as was the case with "Merry England," being produced by many of the leading Chorus Societies throughout England. The best parts of the work are to-day as fresh and tuneful as when they were written; and as these are the only parts retained, the results should be entirely successful.

## NEW POSTAL ARRANGEMENTS FOR HONGKONG.

Mr. E. D. C. Wolfe, the Postmaster-General, has issued the following notice to the public:—"In order to accelerate and facilitate the delivery of correspondence and also to prevent disputes as to liability in case of non-delivery of correspondence the public, viz. the heads of firms and householders are requested to provide suitable letter boxes for the receipt of their mail matter. Mail letter boxes of two kinds are on view in the Postal Hall, General Post Office:—1. Wooden box with glass door and lock. 2. Wire cage (with mirror for postlock). The prices range from \$1 to \$10 including fixing. The following firms are prepared to supply and fit letter boxes or cages, including the brass door fitting:—Messrs. W. W. Russell & Co., Messrs. Lane, Crawford & Co., Messrs. Black & Co., &c. It is further notified that on and after the 1st March, 1914, the postmen will call only at the front door of private houses to deliver correspondence to them, and then the bell will be rung to indicate that they have arrived. No letter boxes are provided there. All firms and householders are requested to provide the necessary letter boxes for the receipt of their mail matter. The following firms are prepared to supply and fit letter boxes or cages, including the brass door fitting:—Messrs. W. W. Russell & Co., Messrs. Lane, Crawford & Co., Messrs. Black & Co., &c. It is further notified that on and after the 1st March, 1914, the postmen will call only at the front door of private houses to deliver correspondence to them, and then the bell will be rung to indicate that they have arrived. No letter boxes are provided there. All firms and householders are requested to provide the necessary letter boxes for the receipt of their mail matter. 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# BECK & CO., BREMEN, KAISER BREWERY. BECK'S BEER

Key Brand

\$16.00 per case

6 dozen pints.

4 dozen Quarts.

HONGKONG AGENTS:

## MacEwen, Frickel & CO.

## STAMERS PASSED SUEZ CANAL.

November 25, *Lennox, Ningbo, Syria*,  
November 28, *Benzofich, Peking*,  
*Eden, Rishmeh, Thessalonika*,  
December 2, *Beudoran, Yeddo, Yunnan*,  
*Peking, Shimon, Hsien, Rishmeh*,  
December 5, *Dunbar, Glenroy, Elyon*,  
*Kilano, Maru, Kish, Luiton, Sonaki*,  
*Tranquebar, Peking*,  
December 8, *Dunbar, Glenroy, Elyon*,  
*Indrani, Peking, Sumatra, Miford Hall*,  
*Fidre*,  
December 12, *Buhenav, Elyon, Sonaki*,  
*Nyansa, Jidre*.

## ARRIVALS FROM CHINA.

December 12, *Bayera, Cyclops, Kamo*,  
*Maru*.

## STAMERS EXPECTED.

*Maia*.

The P. & O. S. N. Co.'s s.s. *Himalaya*

with the English Mail left Singapore

on Saturday, the 13th Dec. at 9 a.m.

and is due to arrive on Thursday,

the 18th Dec., at 10 a.m. This packet

brings the parcel mail closed in London

for despatch by the all S. route on

the 15th ult., and for despatch

overland on the 18th ult.

The S. D. L. s.s. *Lutetia* carrying the

German Mails with dates from Berlin

on Sunday, the 14th December, p.m.,

and may be expected here on or about

Thursday, the 25th Dec.

The P. & O. S. N. Co.'s s.s. *China* sailed

from Yokohama on Friday, the 12th

Dec., at noon for Hongkong, via

Manila.

The United States mails have been trans-

ferred to the Nippon Yusen Kaisha's

*Zoga Maru* which is scheduled to

arrive at Hongkong on the 21st Dec.

The C. P. R. Co.'s R.M.S. *Empress of*

*Russia* left Vancouver on the 5th Dec.,

a.m.

The C. P. R. Co.'s R.M.S. *Empress of*

*India* arrived at Vancouver between 2

and 4 p.m. on Dec. 11th.

The C. P. R. Co.'s R.M.S. *Empress of*

*Asia* left Yokohama between 2 and

4 p.m. on Dec. 12th.

Other vessels.

The I. C. S. N. Co. Ltd.'s s.s. *Yutshing*

left Singapore on the 30th November,

due Hongkong on the 21st December.

The P. & O. S. N. Co.'s s.s. *Nankin*

is expected to arrive at Penang on the

16th Dec., at 4 p.m.

The N. Y. K. s.s. *Miyazaki Maru* (Euro-

pean Line) left Singapore for this port

on the 11th Dec., and is ex-

pected here on the 17th Dec.

The Ben Line's s.s. *Penang Maru* (Bom-

bay Line) left Bombay for this port via

Singapore on the 30th Nov., and is

expected here on the 18th Dec.

The Ben Line's s.s. *Benlue Maru* from Antwerp

via London, left Singapore, via Singa-

poor, for this port on the 11th Dec.,

and may be expected to arrive here

on or about the 13th Dec.

The Mogul Line's s.s. *Gharat* from United

Kingdom, left Singapore on the morning

of 12th Dec., and is due here on or

about the 20th Dec.

The N. Y. K. s.s. *Kanagawa Maru* (Cal-

cutta Line) left Calcutta for this port

on the 1st Dec., and is ex-

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The Ben Line's s.s. *Benlue Maru* from Antwerp

via London, left Singapore, via Singa-

poor, for this port on the 11th Dec.,

and may be expected to arrive here

on or about the 13th Dec.

The Mogul Line's s.s. *Gharat* from United

Kingdom, left Singapore on the morning

of 12th Dec., and is due here on or

about the 20th Dec.

The N. Y. K. s.s. *Kanagawa Maru* (Cal-

cutta Line) left Calcutta for this port

on the 1st Dec., and is ex-

pected here on the 20th Dec.

The Ben Line's s.s. *Benlue Maru* from Antwerp

via London, left Singapore, via Singa-

poor, for this port on the 11th Dec.,

and may be expected to arrive here

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The Mogul Line's s.s. *Gharat* from United

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